



## Estimations.

A. S. WATSON & CO.  
HAVE LATELY RECEIVED A SUPPLY  
OF THE FOLLOWING:  
SCOTT'S ELECTRIC TOOTH BRUSHES.  
SCOTT'S ELECTRIC HAIR BRUSHES.  
SCOTT'S GALVANIC GENERATORS.  
GLASS STOPPED GLOVE BOTTLES,  
T O N G A.

FELLOW'S COMPOUND SYRUP  
OF  
HYPOPHOSPHITES.

VALENTIN'S MEAT JUICE.  
SAVORY AND MOORE'S  
PEPTONISED MEAT.

VASELINE SOAP.

ROBARE'S GOLDEN HAIR DYE.

NEW PATTERN TOOTH BRUSHES.

VINSANTE.

A NON-ALCOHOLIC STIMULANT CONTAINING  
HYPOPHOSPHITES.

A. S. WATSON & CO.,  
GENERAL CHEMISTS  
AND  
AERATED WATER  
MANUFACTURERS,  
HONGKONG DISTRENSARY,  
HONGKONG. [43]

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Lessons or Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five o'clock will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 25, 1882.

The great shipping question of the day, writes "A Seafarer" to the *Scotsman*, is the loadline. Who is to be responsible for Plimsoll's mark? Is the shipowner to go on fixing it at his own risk, or will the Government fix it for him? and, if so, where? Is the carrying power of a vessel to be calculated by her surplus buoyancy, or is her clear side to be taken in relation to her depth of hold?—and is it possible to fix one leading point for all vessels, whether they be well-decked ships, or flush-decked ships, or hurricane-decked ships? All these are scientific conundrums, which will have to be solved sooner or later. They are certainly of the gravest possible moment to the shipping interests. As the law now stands, a shipowner is permitted to determine at what height on the vessel's side a loadline shall be fixed; but, if, in the opinion of the officials, the loadmark does not furnish sufficient freeboard, the ship can be stopped, and forced to discharge as much of her cargo as shall raise her to the height the officials may consider she requires. The injustice of this is tolerably obvious. Practically, the Board of Trade have their preconceived theory of the proper freeboard of every vessel. They or their representatives say, "Yonder is a vessel of 3,000 tons. She needs so many feet of clear side. Her owners, in our opinion, are overloading her. But let them proceed. When she is full, her stores, crew, and passengers aboard, and everything ready for the voyage, we will stop her and force her to discharge." Now, if the Board of Trade can decide after, why can they not decide before? Why should shipowners be obliged to guess at the theories of freeboard which the board have in their mind, and be visited with the penalty of a costly delay if their conjectures should be wrong? The Government authorities say, we will not fix the loadline; you must do that at your own risk. But practically they do fix the loadline by empowering their representatives to stop ships which look to be overloaded. Surely it would be more consistent with common sense and common justice to determine a loadline for the shipowner before he fills up his ship than to keep the determination carefully concealed from him until his vessel is about to start or actually has commenced her voyage. This, then, as I have said, is the great shipping question of the hour, and it is the outcome of the wise and humane consideration how to diminish the perils of the deep for those who have to seek a living upon it. It is to be hoped that the numerous scientific controversies which have

grown out of the subject of the loadline may not overcloud and conceal the object the Plimsoll disc was intended to effect. That object was to prevent owners from sending human lives to sea aboard ships so deeply freighted that the first heavy gale of wind was bound to sink them. Unhappily departmental timidity has gone very near to neutralise a great and beneficial measure without satisfying the class who were to be appeased and quieted. Many overladen ships contrive somehow to sneak off to sea unnoticed by those functionaries whose duty it is to stop such vessels. If they founder with all hands the law considers itself sufficiently avenged by mauling the owners and imprisoning them. Unfortunately, this does not save the sailor's life. It is another illustration of the truth that every special interest is bound to suffer from the lack of thoroughness in the measures of those to whom it looks for protection. One seems to find the same perfidiousness in most of the legislation that deals with sailors. It was a good thing to extinguish the old floating coffins. And yet it was but a half-measure, too. It was merely lopping of a few twigs from a great rotten branch. A much larger evil than the despatching of unseaworthy ships was left untouched—I mean the construction of unseaworthy ships. It was monstrous, indeed, that men should be allowed to despatch on a dangerous voyage vessels which had been afloat for years and years, cobbled-up old fabrics which leaked like sieves, but whose safety was a matter of profound indifference to their owners, because of the insurance that must make, whatever happened, good luck to them. But it seems to me much more monstrous that men should be allowed to build ships, and great ships, too, every one of which carries as large a company of souls as would equip a whole fleet of the old condemned coasters—whose iron frames and whose iron plates are fit for nothing but to be branded with the word "Murder," so that when the metal fragments come ashore the beholder may know for what purpose they were designed.

Legislation has protected the sailor; but read the reports of the marine inquiries held. Take the trouble to count for yourself the number of missing ships—missing nobody knows how nor why—which are catalogued in a short twelve-month. Glance at the depositions of the men brought ashore from vessels which have foundered under their feet. Here are facts speaking with a trumpet-tongue, sounding a deep and bitter reproach upon our British ears, and converting our legislative efforts into mere irony. Will any seaman pretend that Plimsoll's mark, as we now have it, has abridged, by so much as one sixty-fourth part of the whole, the perils he had to face before the question of freeboard was ever made a subject of discussion? Will he assert that the extinction of the "floating coffin" has increased the chances of his safety in the face of the innumerable iron ships which are, month after month, slipped along the greased ways into that ocean whose bottom they are bound to sound in due course? I am not speaking of the great ocean passenger steamship; she, no doubt, in point of construction and strength, may be as perfect as she looks, with the exterior gilt and paint, and the interior sumptuousness of velvet, and silk, and polished panelling. I am referring to the class of vessels which are doing the work of the old condemned coasters, and more than the work, since we find them pushing into seas into which the "coffin" never ventured. "The vessel did not arrive at her destination," runs the report of a recent inquiry held by Mr. H. C. ROTHERY, "it may therefore fairly be concluded that she has gone to the bottom, and the object of the present inquiry is to ascertain, if possible, how she has been lost." "If possible!" To show the character of that possibility the Annex prints it thus ". . ." Could anything be more eloquent? Will the builder interpret those points to signify his rivet-holes? or take from a late deposition the narrative of a shipmaster, who relates that "he proceeded; the wind was so and so; such and such a light bore N.W., the land was three miles distant, the sea smooth, and the vessel steaming full speed." On a sudden it was noticed that the ship was down by the head. The engineer sounded the forehold, and found nearly four feet of water in it. Then all hands were called on deck and the steam pumps set to work. But the water gained on the pumps, and meanwhile the vessel steadily continued to settle down by the head. The forehatches were removed, and nearly six feet of water found. The pumps continued working, and the crew bailed with might and main with buckets. But all was of no good, so dependent got the boats ready for use. He tried to drive his ship shorewards, but she would not answer her helm, on which he stopped the engines and lowered the boats. They were picked up by another vessel, and shortly after they were aboard the ship

they had quitted went down head foremost. This occurred close to the land, where there was plenty of help, and so we get the poor shipmaster's deposition. But it might have occurred leagues out at sea, where there was no succour, and then the ship would have been missing, "nothing heard of the crew," and the formal marine inquiry would have wound up with another handful of dots. And what caused that steamer to go down head foremost on a fine clear day, and in smooth water? There was no collision; there were no shoals. Had a butt started? Had a head-plate worked loose? One is inclined to say *ex parte Heraclitus* of such disasters as this. They should save marine courts a deal of brain-cudgelling over circumstances which, in the days of teak, and oak, and treenails, would truly take very solemn rank among the "unaccountables."

This deposition worked very strongly in my head the other day when I happened to find myself standing under the bents of the towering iron skeleton of a ship that when completed would be A red letter, and qualified to carry 3,000 tons of merchandise, too. It was merely lopping of a few twigs from a great rotten branch. A much larger evil than the despatching of unseaworthy ships was left untouched—I mean the construction of unseaworthy ships. It was monstrous, indeed, that men should be allowed to despatch on a dangerous voyage vessels which had been afloat for years and years, cobbled-up old fabrics which leaked like sieves, but whose safety was a matter of profound indifference to their owners, because of the insurance that was to make, whatever happened, good luck to them. But it seems to me much more monstrous that men should be allowed to build ships, and great ships, too, every one of which carries as large a company of souls as would equip a whole fleet of the old condemned coasters—whose iron frames and whose iron plates are fit for nothing but to be branded with the word "Murder," so that when the metal fragments come ashore the beholder may know for what purpose they were designed.

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There's actually not a single hole in the front plates that corresponds with the holes in the plates at the back. How on earth are you going to drive a rivet through such a hole as that, for instance?" said I, pointing to a hole that was so much lower than the hole behind it that the apertures where the two plates met resembled a half-moon. "Oh, we'll rivet 'em somehow," he answered, laughing, and without even glancing at the holes to which I sought to direct his attention.

At this juncture somebody who might have been the manager came sniffing curiously about me; the man went on with his work, and I moved off. Before quitting the yard, however, I walked over to the other vessels—the incomplete ones, I mean—and had a look at them. Here I found precisely the same kind of workmanship and material—the frames full of cracks and flaws, the rivet-holes roughly punched, and not a single hole corresponding with the holes behind; the "landings" yawning and waiting for the rivets to be prised and warped and severely strained into their places. I am not writing learnedly; I am avoiding all technicalities, as I wish the land-going public who know nothing about marine terms to understand me. Neither do I assert that this shipbuilding yard which I inspected is a typical one. But this much I will say, and as a man who has some small knowledge of the power and fury of the sea in a time of tempest—that were I a forecastle-hand and had to choose between one of these brand-new, A red-letter iron steamships of from two thousand to three thousand tons gross and one of the old consters which have long since been condemned and rendered impossible, I should be perfectly content to abide by the toss of a coin for either, satisfied that so far as security at sea goes, there would be just as much promise of my speedy dissolution aboard such a brand new steamer as aboard the sieve-like old coffin. It is not hard to understand what a reproach this kind of vessel is to us as a maritime nation and how it has come about. The same fierce competition that covers our tables with butter made of fat and coffee made out of old beans is covering the ocean with the sort of ships I am writing of. The problem is now how to build the cheapest steamer to carry a maximum cargo on a minimum draught of water, and to pass the surveyors as fit to go to sea and do heavy work there. The shipbuilders are not to blame. They will do good work for good money; but if good money is not forthcoming, though some kind of work be expected, then they will give you frames which are only fit to sell for old iron; the workmanship will be mere "lagging," the plates will be wrenches and warped into any kind of abominable fit by the rivets; the whole structure and the lives of the people who commit themselves to it will be made to depend upon points which no honest shipwright would dream of reckoning as factors in the binding and holding powers of the fabric; and the false and frail contrivance, doctored up and smothered over with paint, will be launched with all haste, that the account may be settled, and the next order proceeded with at once. Therefore is so far as the loadline is designed, for the protection of the sailor against the rapacity of those owners who would load their vessels down to their waterways, as they will be made to depend upon points which no honest shipwright would dream of reckoning as factors in the binding and holding powers of the fabric; and the false and frail contrivance, doctored up and smothered over with paint, will be launched with all haste, that the account may be settled, and the next order proceeded with at once. 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# THE HONGKONG TELEGRAPH, TUESDAY, JULY 25, 1882.

A JINRICKSHA coolie was charged this morning before Captain Thosett with driving his two-wheeler in a careless manner, with the result of injuring a Chinese boy, eight years of age.—The boy, it appears, was sitting down yesterday in the mud, when the jinricksha coolie, with that utter disregard for the limbs of the public for which these street nuisances are distinguished, ran his vehicle against the lad, knocking him from his sitting posture and injuring his arm. A European who happened to see the occurrence gave the coolie in charge.—The Magistrate fined him five dollars or 10 days' hard labor. Being without the wherewithal in the Mexican line, he went to enjoy the delights of the Government institution over which Mr. Hayward so ably presides, until the 4th proximo.

PEOPLE who have been so favored as to gain a sight of the electric exhibition at the Crystal Palace, says a contemporary, will have noticed a series of interesting models of window frames and doors of houses fitted with electric bells. Toy-like in appearance, these contrivances seem to be of little use. But, as Pat says, "That's where the mistake comes in." At Liverpool, the other night, these instruments were the means of catching two burglars and preventing a robbery. A gentleman had his house fitted with an electric detector, and the alarm which it gave on the thieves breaking in was so prompt and effectual that they were secured before they had time to steal anything. Bill Sikes will have to study electricity if he wishes to be successful. The crowbar and the dark lantern days have gone by. Even the burglar must march in the path of progress.

ABOUT 6.30 yesterday evening, a Chinaman, aged about 38, who had arrived the same day by the *Cuttering* from Sydney, was found rushing about the barracks in a wild state, indicating that the noble faculty of reason had become de-throned in the unfortunate man. He was handed over to the European constable on duty at Murray Wharf, where he made an attempt to throw himself into the water, but was prevented by the constable. Determined, however, if he could not get into the water himself that something belonging to him should, the demented one drew a handkerchief from his breast, in one corner of which were tied 12 sovereigns and some small change, and threw it in. A Gunner of the Royal Artillery, a corps which numbers among its members many excellent swimmers—we know one stout non-commissioned officer who can do the whale in the blowing and floundering line—dived after the handkerchief and fished it up. The Chinaman, who was totally unconcerned, poor fellow, with what was passing around him, was sent to the Civil Hospital, and from there we learn, to the lunatic asylum in Hollywood Road, his condition necessitating such a step.

## THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel, at 4 o'clock p.m., on Friday, the 28th July, 1882.—

In accordance with Section 13 of Articles of Association the Directors have now to submit to you their Half-Yearly Report, with Statement of Accounts for the six months ending 30th June, 1882.

**NOTE.** During the past six months no repairs have been necessary, and the building remains in the same satisfactory condition as before.

**NOTE.** The 45 shares which in the earlier days of the Company were abandoned by shareholders, have been sold at a premium of 2½ per cent.

**NOTE.** The sum of \$15,000 has been paid off the loan, reducing the same to \$10,000, and since the accounts were made up a further sum of \$2,000 has been paid in liquidation of the debt, which now stands at \$8,000.

**LEADS.** The Board of Directors measured to secure a new lease, and have every reason to hope that they will succeed in obtaining considerably better terms than heretofore.

Differing from former accounts, which merely showed the net receipt of rent, there appears at credit of the present Profit & Loss Account a balance due collected, while an item of \$200 is placed at the debit. This sum represents the rate allowance for the 6 months under review of \$2 for the equivalent of 1 month's rent, which was allowed the lessors during the alteration effected and the erection of Bowring Alley.

**TRANSFER FEES.** To meet the wages of many of the shareholders, the Directors propose that the expense of charging transfer and registration fees be abolished, and that Section 33 of the Articles of Association be suspended.

**NOTE.** After deducting the pro rata proportion of Fire Insurance, Taxes, Allotment of Rent, Rates, &c., it is chargeable on the part of the Directors, that a dividend of 8½ per share, thus allowing for the loss of \$2,000, and the balance of \$1,000 of the Hotel and Furniture account.

**DIRECTORS.** According to Section 82 of the Articles of Association, two of the Directors, Mr. Kerfoot Hughes and Mr. G. James re-join the Board, but are eligible for re-election.

Mr. H. Hawley, Jr., having left the Colony, resigned his post as Director. Mr. Arnold Macmillan has been elected in his stead, whilst nomination requires the confirmation of the shareholders.

**ADVISORS.** Mr. E. Cope, who has left the Colony, Mr. Thos. Arnold has, at the instance of the Board, taken his place. Mr. A. E. Vautier and Mr. Thos. Adams are recommended by the Directors for re-election.

W. KERFOOT HUGHES, Chairman.

## TIENTSIN.

[FROM OUR CORRESPONDENT.]

July 13th, 1882. The China Merchants S. N. Co. have bought the Japanese lot of ground for \$10,200; it cost \$10,180; they are buying all and any lot they can possibly get, so we have a land mania like you.

Shao Tadai, who has in so short a time made himself so famous, told the people in Peking and his countrymen, Soo Shing men, in Chekiang, whence he also comes, and they make no secret in boasting about it, that Chong How was so frightened by the Russian Emperor that when in his presence he trembled and therefore made the Livadiya treaty as he did; but it was not so with himself and Marques Tseng; they made the Russian Emperor tremble, give up, ill and make the treaty glorious to China. His countrymen believe it and consider him to be a great man. Poor man! if that treaty as you translated it should find its way into the *Szeu-pao*, his countrymen will think differently. I translated your treaty, article by article, to a Chinaman who comes from the same place; he was astonished, but he thinks you have translated wrongly, &c., &c.—*Mercury*.

## MAILS EXPECTED.

THE AMERICAN MAIL. The P. M. S. S. Co.'s steamer *City of Tokio* left San Francisco on the 1st instant, and is due here on or about the 20th.

## SHANGHAI.

There are reports amongst the Chinese that Tsu Tsung-tung and Hoo Sing-an are busy forming an opposition Steam Navigation Co. to the China Merchants' Co.

Mr. O. N. Denby, U. S. Consul-General, we hear, has been granted leave of absence for the purpose of making a visit to the United States.

The Hon. John Russell Young, U. S. Minister to China, and Mrs. Young, arrived by the steamship *Nagoya Maru* from Japan. From the *Hugo Negro* we observe that Mr. Morioka, the prefect of Hugo Ken, gave an entertainment to Mr. Young, and his party on the banks of the Minato-gawa, on the evening of the 10th instant.

We hear the pony Music has been sold and shipped per *Gunkai Maru* to Yokohama. This is to be regretted, as his chances of winning the Shanghai St. Leger were very noisy indeed, on paper.

Quicksilver has been sold and went to Japan by the last steamer. His best performance was beating Music easily with 3 lbs' advantage in the weights on the Fourth Day, for the Foxhound Cup 13m. His price we think was \$10,300. Music was sold for \$10,400. Music beat Quicksilver for second place in the Derby, after being shut in at the rails, level weights, that is, 6 lbs. in favour of Quicksilver.

A Royal Bengal Tiger has been presented by Signor Chiari to the Shanghai Museum. It is one of a litter of four, born about sixteen months ago in the manege, and is the second one that has died a natural death, as they don't take well with confinement. Signor Chiari's gift to the Museum will be highly appreciated; he might have made money by selling the tiger to the Chinese medicine shops, but preferred to give it to the Museum. The curator, Mr. D. C. Jansen, has accepted the gift, and has handed it over to the taxidermist.

The two Shantung men who did the shooting at Hongkong on Sunday last, are believed to belong to a gang of some thirty or forty pirates or robbers, well known to the authorities at Tientsin, one of them, if not both, having escaped from prison there. One of them was charged with murder, and the other with robbery. A *wain* is coming down from Tientsin to take them north to settle old scores; and we suppose that those are settled; their heads will be taken off, so that their escape in Hongkong will count for nothing. At the Mixed Court this morning, Magistrate Chen chin-chin ruffed the police for having captured these ruffians.—*Mercury*.

A private telegram was received in Shanghai yesterday, the 19th instant, to the effect that Turkey would join England in maintaining order in Egypt.

The Customs are building a lighthouse on Steep Island, and the *Quanshing* and *Patchou* have proceeded thereto with building materials. The last new light on the China coast was exhibited for the first time on Hoo-koo Island on the 26th of June.

Private property is evidently as zealously guarded in Shanghai as at home; but we were not aware, until last night, that the road on the south side of the theatre was only a public right of way. Such, however, it must be, otherwise no individual or individuals would have the hardihood to block this important thoroughfare with wooden fence at either end. We presume the proprietors of the road have reason for their action, but the wooden railings seem to be temptingly fragile for such rioters of the night as delight in demolishing the symbols of a landed proprietary.—*Courier*.

## KICKLAW.

July 18th, 1882.

Since I wrote you last, the water has not risen much; it was at its highest last Saturday when 42' 11" were recorded. The following day it fell 3 inches, and has remained at 42' 8". The band is, of course, still under water, but communication has been partly facilitated by the erection of staging—which the coolies seem to monopolize to a great extent. It is said that the water most probably will remain at its present height for another 3' or 4 weeks—a pleasant prospect indeed!

I learn from good sources that much damage was caused by the heavy rains which prevailed lately and flooded the country in this neighbourhood, especially at "I. Ningchow" the well-known tea district, where the water was rushing down the mountains, in torrents, carrying away houses, etc., uprooting trees, and destroying and injuring the various plantations.

I also hear that a considerable quantity of ready-made tea and tea-dust was lost; the latter will be felt by the Russian brick-tea manufacturers. On the whole, great damage was done, but the Chinese must be accustomed to it and don't mind it so much. The next time they rebuild their houses, they will be probably a foot or two lower. I wonder that the Chinese Government has not yet prohibited inundations in the same way as earthquakes some time ago. The weather is pleasant; 85° Fahr. is nothing for the middle of July, and slight breezes waft the canoes gently over the muddy deep.—*Courier*.

## THE EGYPTIAN CRISIS.

The *Times* insists that matters have reached such a pass in Egypt that Turkish intervention, limited in its purpose and scope by the instruments which place the relations of Egypt to the Porte under the control of Europe, must be recognised as the least objectionable expedient for restoring tranquillity. If, when the revolt of Arabi first broke out, England and France had frankly recognised its character, and had promptly accepted the salutary maxim *principia obstat*, Arabi Pasha would long since have ceased to be an incubus on Egypt and a stumbling-block to European diplomacy. That the only solution of the question now lies in an appeal to the sovereignty of the Sultan must be regarded as a triumph for Turkish diplomacy and a corresponding discredit to the foresight of the Western Powers. It only remains now to minimise the inevitable evil by limiting as far as possible the intervention of the Sultan to the actual necessities of the case. If the Porte will consent to summon Arabi Pasha to Constantinople in such a manner that he cannot disobey the summons, it will give a proof of good faith and will go far to remove ulterior difficulties. If this method fails, however, it will behove the Powers to be more circumspect than ever in settling the conditions of actual intervention, and exacting their precise fulfilment.

The Standard observes that the melancholy embarrassment in which the Governments of England and France now find themselves might have been escaped, had they from the first exhibited a prudent attention to International law, and a proper comprehension of the only methods by which physical force can be encountered successfully. One of two things must now happen. Either a large Turkish force will have to be sent to Egypt, and the Sultan will thus appear to be conferring a favour on the Western Powers, instead of exercising a mere right at their invitation; or, in order to avoid the landing of Turkish troops in Egypt, some other expedient must be invented—in, indeed, any other can be suggested that would not entail greater dangers than the one it was invoked to supersede. Matters have been so lamentably mismanaged that no course can now be proposed which does not bristle with objections. As a technical question, there can be no doubt that at the present moment the position of Arabi is far more legal than that

of the Governments of England and France. They have put themselves so flagrantly in the wrong, that they have enabled Arabi to put himself seemingly in the right. Chumness greater than that it would not be easy to imagine.

The *Daily News*, although it cannot but think that to call in the aid of Turkey for the pacification of Egypt is a very questionable policy, is of opinion that the Khedive must now be protected. We cannot desert our ally in the hour of his greatest need. But Englishmen can scarcely help asking themselves what interest they originally had in backing Tewfik or Cherif against Oubrali. To secure our route to India hardly any sacrifice would be too great. To promote, so far as lies in our power, the welfare of the Egyptian people is, in the circumstances, a moral duty. But to decide when a political agitator is the head of a national movement, and when he is a self-seeking adventurer, would seem to be outside the scope of our authority and beyond the limits of our capacity. We have now committed ourselves to the cause of the Khedive, and two Great Powers are bound to see that a Prince who has trusted and obeyed them shall not suffer for his confidence and compliance.

The *Scotsman* says:—Foolish accusations are being levelled against the Ministry in certain quarters of having allowed themselves in their Egyptian policy to drift, while in others they are denounced for want of vigour. There is not in reality the smallest foundation for either of these charges. When the Minister entered office they found the country committed to a partnership with France in the control of Egypt. Whether such an arrangement was prudent or has been necessitated by the logic of events are questions on which there is room for difference of opinion; but it is at least certain that the Government have acted in loyal co-operation with our ally, that they have clearly defined the objects which they sought to attain in Egypt, and that those objects and the measures taken to realise them have hitherto commanded the assent of Europe. The cry for more vigorous action in assertion of British interests is neither more nor less than a survival of Jingosism. It means a repudiation of the right of anybody but ourselves to interfere in Egypt, and the curious circumstance is that it is advocated by the partisans of the Ministry to whom we are indebted for the co-operation with France.

What, asks the *Pall Mall Gazette*, is the policy which England must pursue? Hitherto our course has been plain and unmistakable. We were bound by every consideration of policy to keep step with France so long as the French Government was willing to make itself a possible ally. It was worth while running all the risks that have as yet been run in order to exhaust the objections which the French Government entertained to the despatch of Ottoman troops to Egypt; but if we altogether refuse to believe, the French Government—notwithstanding all promises to the contrary—were to draw back, or if it were to place any fresh obstacles in the way of the despatch of an adequate Turkish force to determine the existing anarchy in Egypt, then our Government could have no alternative but to terminate the joint arrangement with France, and, in the words of Sir Charles Dilke, endeavour to utilise the machinery of the European concert for the settlement of the Egyptian difficulty. It would be with the utmost reluctance that England would contemplate even as a possibility the termination of that cordial co-operation between the two Western Powers upon which hitherto all hopes of beneficial action have depended; but, as is incorrectly assumed in certain quarters, the French Government were to subordinate the discharge of its duties abroad to party exigencies at home, even that alternative would have to be faced. It is the less likely to occur if it is clearly recognised as inevitable, if the "perfect understanding as to what should be done" in certain possible contingencies "is not fully adhered to in Paris as well as in London. These 'possible contingencies' are now the dominant facts of the situation, and it is time that the 'perfect understanding' began to bring forth other fruit than an abortive demonstration and a disregarded ultimatum."

The Egyptian game, the *St. James's Gazette* remarks, has been a long one, and people are apt to forget, from as far back as the despatch of the Joint Note to the Khedive at the beginning of the present year, it became evident that the pretensions of France and England to exclusive influence in Egypt were viewed with no approval by the other European Powers; and it even appeared that the strongest of them was a supporter of the claim of Turkey to take precedence of France and England in any measure of active intervention which might become necessary in Egypt. The Porte, therefore, will have to fear either the European opposition to any too ambitious attempt to reassert its position on the Nile; while it must long have been plain to everybody that if the Turk saw nothing to be feared from such an enterprise, there could be little hope of its being forthcoming from any native of goodwill. Turkey has no reason to love either the Power which has seized upon Tunis or the Government which is headed by her most bitter enemy. Step by step she has watched her two foes getting into deeper and deeper difficulties in Egypt; she has observed how nearly every event which has happened, every move which has been made either by France or England or by others, has tended to baffle them, to humiliate them, and finally to reduce them to impotence; and if now she has them practically at her mercy, it would be absurd to expect that she will let them off on the easiest terms. It may suit the Porte to put an end to the Egyptian crisis as soon as possible; but there is not the least likelihood that the Western Powers will be allowed to take any such share in the work as may help to restore their lost prestige. The Sultan may, at the very least, be expected to seize upon this occasion to show that it is to him and not to them that Egypt must look in future for the ultimate arbitrament of her destinies; and it will be fortunate if he is content with that. It may not suit him—or, what is worse, it may not suit Governments more powerful than his—to pacify Egypt forthwith. There may be purposes to be served by plunging the Western Powers still deeper in this Egyptian imbroglio, rather than by extricating them from it, at whatever sacrifice of their *amour propre*. And we hope that our great and wise Minister—who was confident that the Egyptian crisis was coming to an immediate and peaceful end—will not too confidently conclude that no such possibility need be taken into account. It would certainly not be premature for him to take a careful survey of the general European situation, and of our own readiness as a *Giant Power* to meet emergencies of far more formidable magnitude than that which confronts us in Egypt.

## STEAMERS EXPECTED.

The Eastern and Australian Steamship Company's steamer *Memoria* left Cowes on the 12th instant, and may be expected here on or about the 26th.

The Austro-Hungarian Lloyd's steamer *Daphne* left Singapore on the morning of the 20th instant, and may be looked for here on or about the 26th.

The steamer *Vortigern* left Sydney on the 16th instant, and may be looked for here on or about the 13th August.

"THAMES-STREET INDUSTRIES," by Petty, the Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfume in the World, or JOHN GOENELL & CO., London.—[ADVT.]

## To-day's Advertisements.

FOR MANILA, VIA AMOY.  
THE Steamship

"ESMERALDA,"  
Captain Talbot, will be despatched for the above Port, TO-DAY, the 25th instant, at FIVE P.M.  
For Freight or Passage, apply to RUSSELL & CO.  
Hongkong, 25th July, 1882. [520]

FOR MANILA (DIRECT).  
THE Spanish Steamer

"EMU,"  
Captain Ortuzar, will be despatched for the above Port, TO-DAY, the 25th instant, at FIVE P.M.  
For Freight or Passage, apply to REMEDIOS & CO.  
Hongkong, 25th July, 1882. [514]

TO LET.

No. 4, OLD BAILEY STREET,  
No. 9, SEYMOUR TERRACE,  
No. 2 AND 4, PEDDAR'S HILL,  
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.  
Apply to DAVID SASSOON, SONS & CO.  
Hongkong, 24th July, 1882. [74]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on THURSDAY,  
the 27th of July, 1882, at THREE P.M., on the Premises,  
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as Sub-sections B and C of MARINE LOT No. 164, Sub-sections B and C of Section A of MARINE LOT No. 16, measuring North 20ft., 10in., South 31ft., East 27ft., 6in., West 29ft., 9in. Together with the TWO HOUSES, Nos. 1 and 3, in Meter Street. For Further Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.  
Hongkong, 25th July, 1882. [521]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on FRIDAY,  
the 28th July, 1882, at 3 P.M., on the Premises,  
ALL that PIECE or PARCEL of GROUND Registered in the Land Office as INLAND LOT No. 416, Together with the 3 HOUSES in Gap Street, Nos. 6, 7 and 8.

For Further Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.  
Hongkong, 25th July, 1882. [522]

FOR SALE.

### Intimations.

HINGKEE'S HOTEL, MACAO.  
HINGKEE'S NEW HOTEL ON THE  
PRAIA GRANDE.  
(CLOSE TO THE PUBLIC GARDENS)  
is the Largest Hotel ever opened in Macao.

SPLENDID ACCOMMODATION FOR  
FAMILIES AND VISITORS.

A First Rate Table; capital attendance; Wines and Spirits of the best Quality only and  
Charges Strictly Moderate.

ENGLISH AND AMERICAN BILLIARDS.  
Macao, 15th July, 1882. [504]

STAG HOTEL.

QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS  
ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7:30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

475 J. COOK, Proprietor.

WILLIAM DOLAN,  
SAH-MAKER & SHIP-CHANDLER,  
22, PRAIA CENTRAL.

COTTON DUCKS, HEMP CANVAS,  
MANILA ROPE, AMERICAN  
OAKUM, LIFE BUOYS,  
CORK JACKETS,  
&c., &c.,  
Hongkong, 1st May, 1882. [294]

G. FALCONER & CO.  
WATCH AND CHRONOMETER  
MANUFACTURERS  
AND  
J. E. WELLERS  
NAUTICAL INSTRUMENTS,  
CHARTS AND BOOKS.

NO. 46, QUEEN'S ROAD CENTRAL. [434]

WILLIAM SCHMIDT & CO.  
GUNMAKERS AND AMMUNITION  
DEALERS,  
BEACONFIELD ARCADE.

Arms, Ammunition, and Requisites of  
every description.

Arms Repaired, Cleaned, or Converted at  
moderate charges.

Sporting Guns and Ammunition always  
on hand. [28]

CHS. J. GAUPP & CO.  
CHRONOMETER, WATCH, AND  
CLOCK-MAKERS,  
JEWELLERS, SILVER-SMITHS, AND  
OPTICIANS.

NAUTICAL INSTRUMENTS.  
SOLE AGENTS  
for Louis Audemars' Watches; awarded the  
highest Prizes at every Exhibition; and  
for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES, MARINE  
GLASSES, and SPYGLASSES.

No. 38, QUEEN'S ROAD CENTRAL. [447]

DE SOUZA & CO.  
PRINTERS, STATIONERS, AND  
BOOKBINDERS  
D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH  
ACCURACY, NEATNESS, AND DESPATCH  
ON  
VERY MODERATE TERMS.

SELECTED MATERIALS FOR  
MARKET REPORTS  
Book-binding and Ruling in every style executed  
at low rates. Workmanship Guaranteed.

Perforating and Numbering Machines, and all  
other appliances for Book-binding in  
first rate working order.

PROGRAMMES, CIRCULARS, VISITING,  
AND MENU CARDS, &c., &c.,  
AT LOWER PRICES THAN ANY HOUSE IN  
THE TRADE.

EXPRESSES ISSUED THROUGHOUT THE  
COLONY AT ONE DOLLAR.

Books, Machine-ruled, of every description  
made to order.

A varied stock of specially selected Stationery  
always on hand. Hongkong, 15th June, 1882. [436]

HAIR DRESSING SALOON  
HONGKONG HOTEL.

W. P. MOORE begs to inform the Gentle-  
men of Hongkong and Visitors that he  
has reduced the price of Hair-Cutting to 50 cents.  
Having now in his employ three competent As-  
sistants who are always in attendance, he guar-  
antees to execute this class of work in all its  
branches, w<sup>t</sup> a perfection which cannot be ex-  
ceeded in any part of the World.

Hair-Cutting ..... 50 Cents.  
Shampooing ..... 25 Cents.  
Shaving ..... 25 Cents.  
Trimming Beards ..... 25 Cents.

MONTHLY CUSTOMERS TAKEN AT REDUCED  
RATES.

Mr. MOORE begs to recommend his  
GOOG SHAMPOO WASH  
to the public as unrivaled by any prepara-  
tion ever produced for promoting the growth  
of the hair. The basis of this compound is  
made of soap root; the natives of the Philip-  
pine Islands never use anything else for  
washing their hair; they are never found bald,  
and it is quite common to see the females with  
hair from 3 to 6 feet long. By constantly using  
this Shampoo Wash as directed, you will  
NEVER BE BALD.

The proprietor offers the Wash to the public  
entirely confident that by its restorative pro-  
perties it will without fail arrest decaying  
hair. It completely eradicates scurf, dandruff,  
and cures all diseases of the scalp. It does not  
contain any poisonous drugs. By its cooling  
properties it allays the itching and sever of the  
scalp, which is the great cause of people losing  
their hair.

Mr. MOORE has succeeded in being able to  
put this wash up in bottles without allowing it to  
ferment, and he will guarantee it to keep any  
length of time in any climate. [516]

### To be Let.

#### STORAGE.

THE Undersigned are prepared to take Goods  
on STORAGE at their GODOWNS. En-  
tance from Praya and Queen's Road Central.  
TERMS MÖDERATE.  
Apply to ROSE & Co.,  
31 and 33, Queen's Road,  
Hongkong, 30th June, 1882. [266]

#### TO LET.

A PARTMENTS ON THE FIRST FLOOR  
OF "MARINE HOUSE," WEST SIDE,  
AND IN  
No. 33, POTTINGER STREET.  
Apply to E. R. BIELLIOS,  
Hongkong, 21st July, 1882. [513]

### Intimations.

#### IMPORTANT NOTICE.

JN deference to the wishes of a large number  
of subscribers we have determined on and after MONDAY, July 24th, to issue the "HONG-  
KONG TELEGRAPH" SPECIAL ADVERTISE-  
MENT SHEET AT NOON instead of as at present. Several important alterations will also be made in the get-up of the sheet. In addition to the usual shipping information all the interesting items of late news, such as telegrams, local occurrences, &c., will be published. A special report of share and other important business up to 11.30 A.M. will appear daily in the SPECIAL ADVERTISEMENT SHEET. Advertisements for the morning sheet, which are inserted without extra charge, must be handed in not later than 1 P.M. The SPECIAL ADVERTISEMENT SHEET is issued GRATIS to all the Mercantile and Shipping Houses, Chinese Banks, and places of public resort, and is the Best and Cheapest Advertising Medium in the Colony.

"HONGKONG TELEGRAPH" OFFICE,  
6, PEDDAR'S HILL.  
Hongkong, 22nd July, 1882.

#### W A H L O O N G,

#### ESTABLISHED 1865.

GOLD AND SILVER SMITH AND  
JEWELLER.

#### DEALER IN

DONGEE Silk Dresses, Cape Shawls, Gauzes,  
Ivory, and Lacquered Ware, Mattings,  
&c., &c. Porcelain, Fans, Curios, Bristles,  
Human Hair, and specially selected Feathers  
always on hand at Moderate Prices, quality  
guaranteed.

No. 60, QUEEN'S ROAD CENTRAL,  
HONGKONG.

Hongkong, 2nd June, 1882. [399]

THE "HONGKONG TELEGRAPH."  
AN INDEPENDENT DAILY PAPER.

#### PUBLISHED

EVERY AFTERNOON AT FOUR O'CLOCK,  
AT THE OFFICES NO. 6, PEDDAR'S HILL.

Terms of Subscription.—Yearly \$20; Half-yearly  
\$10; Monthly \$2; Single Copies 20 Cents  
each.

The Cheapest and best advertising medium in  
Hongkong. Terms can be learnt on application.

A SPECIAL ADVERTISEMENT SHEET  
Published Daily at NOON, and circulated  
free of charge throughout the Colony.

Hongkong, 1st April, 1882.

#### NOTICE.

BOOKBINDING AND RULING IN ALL ITS  
BRANCHES EXECUTED AT VERY LOW  
RATES AT THE

"HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern,  
Music bound in Elegant Style with Best  
Materials.

"TELEGRAPH" OFFICE, HONGKONG.

#### HONGKONG RACES, 1882.

NOW READY, PRICE 25c.  
COMPLETE REPORT OF THE HONG-  
KONG RACE MEETING  
OF 1882.

IN PAMPHLET FORM, REPRINTED FROM  
THE "HONGKONG TELEGRAPH".

As only a limited number will be printed, orders  
should be sent without delay to the

"HONGKONG TELEGRAPH" OFFICE

No. 6, Peddar's Hill.

Hongkong, 4th March, 1882.

#### NOTICE.

ARRANGEMENTS have now been com-  
pleted which will enable this Office to  
undertake all kinds of JOB PRINTING, includ-  
ing DIRECTOR'S REPORTS, BOOKS,  
PAMPHLETS, BALL ROOM, and VISITING  
CARDS, PROSPECTUSES, DEBIT NOTES,  
LABELS, PROGRAMMES of ENTERTAIN-  
MENTS, TRADE CIRCULARS and RE-  
PORTS, &c., &c.

Accuracy and Best Workmanship guaranteed  
at the lowest possible rates.

"HONGKONG TELEGRAPH" OFFICE,  
6, Peddar's Hill, 1st March, 1882.

#### Post Office.

#### A MAIL WILL CLOSE

For Swatow and Amoy.—Per Atholl, to-mor-  
row, the 26th instant, at 7.30 A.M.

For Manila.—Per Emuy, to-morrow, the 26th  
instant, at 8.30 A.M.

For Swatow, Amoy, & Foochow.—Per Thales,  
to-morrow, the 26th instant, at 11.30 A.M.

For Saigon.—Per Remus, to-morrow, the 26th  
instant, at 4.30 P.M.

For Tientsin, to-morrow, the 26th  
instant, at 5 P.M.

For Swatow and Bangkok.—Per Consolation,  
on Thursday, the 27th instant, at 9.30 A.M.

For Shanghai.—Per Foosang, on Thursday,  
the 27th instant, at 3.30 P.M.

For Saigon.—Per Perambuto, on Thursday,  
the 27th instant, at 5 P.M.

For Haiphong.—Per Himalaya, on Thursday,  
the 27th instant, at 5 P.M.

For Foochow, Brisbane, Sydney, Melbourne,  
&c.—Per Catterthun, on Monday, the 31st  
instant, at 3.30 P.M.

For Kobe and Nagasaki.—Per Sumida Maru,  
on Friday, the 4th August, at 11.30 P.M.

For Nagasaki and Yokohama.—Per Sunda,  
on Saturday, the 5th August, at 11.30 P.M.

The Postal Guide published in 1879 being  
now somewhat out of date, a revised issue is  
printed in the Hongkong Directory and Hong  
List for the Far East for 1882, which super-  
sede all previous editions.

### Commercial.

#### THIS DAY.

Noon.  
Banks are again rather firmer this morning,  
buyers offering 12 per cent. premium,  
without succeeding in obtaining any shares.  
A few more small sales of Chinese  
Insurances have been reported at the  
old rate, 230 per share; and a minor  
transaction in China Bills at 320 has also  
come under our notice. Docks are very  
weak, with sellers at 47 per cent. premium,  
and a few shares might be secured at  
even a lower figure. The stock of the  
China Sugar Refining Company has been  
negotiated at the advanced quotation of  
180 per share, and the demand at that rate  
has not been fully supplied. No other  
business has been reported this morning.

4 o'clock p.m.  
There is but little to add to the above  
report. A slight amount of business in  
Docks at the current rate—47 per cent.  
premium—has been put through; but  
there are plenty shares on the market at  
the same figure. In addition to those  
chronicled this morning, one or two small  
transactions in China Sugar Refining stock  
have to be noted. Other shares remain in  
status quo.

SHARES.  
Hongkong and Shanghai Bank—122 per cent.  
premium, buyers.

Union Insurance Society of Canton—\$1,625 per  
share, ex div. buyers.

China Traders' Insurance Company—\$1,675 per  
share, per share, buyers.

North China Insurance—Tls. 1,225 per share,  
ex div.

Canton Insurance Company, Limited—\$80 per  
share.

Yangtze Insurance Association—Tls. 870 per  
share.

Chinese Insurance Company—\$230 per share,  
sales.

On Tai Insurance Company, Limited—Tls. 150 per  
share.

Hongkong Fire Insurance Company—\$985 per  
share, buyers.

China Fire Insurance Company—\$320 per share,  
sales.

Hongkong and Whampoa Dock Company—47 per  
cent. premium, sales and sellers.

Hongkong, Canton, and Macao Steamboat Co.—  
\$32 per share premium, sellers.

Hongkong Gas Company—\$85 per share.

Hongkong Hotel Company—\$103 per share.

Indo-China Steam Navigation Company, Li-  
mited—3 per cent. premium.

China Sugar Refining Company, Limited—\$180 per  
share, per share, sales and buyers.

China Sugar Refining Company (Debentures)—3  
per cent. premium.

Luzon Sugar Refining Company, Limited—\$129 per  
share, buyers.

Hongkong Ice Company—\$134 per share, buyers.

Hongkong and China Bakery Company, Limited—  
\$60 per share.

Chinese Imperial Loan of 1878—1 per cent. prem.  
ex div.

Chinese Imperial Loan of 1881—2 per cent. prem.  
ex div.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand ..... 3/9.

Bank Bills, at 30 days' sight ..... 3/9.

Credits, at 4 months' sight ..... 3/9.

Documentary Bills, at 4 months' sight ..... 3/9.